

LONG ISLAND FORUM



Brook in State Bird Sanctuary at Malverne Flows Through Former Hempstead Swamp of Revolutionary Fame—Photo by Marie Stokes

TABLE *of* CONTENTS

JAMES L. SCUDDER, HUNTINGTON ARTIST	Martha K. Hall, Librarian Huntington Historical Society
THE RISE OF MALVERNE	George R. Van Allen, Malverne Historian
COL. SIMCOE'S OWN JOURNAL	Robert R. Coles
CURE FOR "SALT RUME"	Kate Wheeler Strong
JOHN McADAM, ROADBUILDER	John Tooker
LETTERS FROM FORUM READERS	

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THE LONG ISLAND FORUM

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PAUL BAILEY, Publisher-Editor
Contributing Editors
Clarence A. Wood, LL.M., Ph.D.
Malcolm M. Willey, Ph.D.
John C. Hudon, Ph.D.
Robert R. Coles
Julian Denton Smith, Nature

Tel. AMityville 4-0554

Cure For "Salt Rume"

My friend Mrs. Peterman having lately come into possession of some old papers belonging to "Bull" Smith, from the estate of her aunt, Mrs. Frank Hawkins, she has kindly allowed me to use them. I was especially taken with the following cure as it seems to me that the treatment was worse than the disease:

"Receipt for Salt Rume: Take one handful of Bark of Elder Root, one handful of Elicumpain of tag Elder branch, half dozen leaves of tobacco, boil it well and strain it, then take one half-pound of fresh butter, one-half pound of mutton tallow, and simmer it moderately until the water is gone. Let it stand until it is partly cold, then take one half pint of tar and two spoonfuls of sulphur, one spoonful of ginger, which must be stirred till it is cold, for one ointment."

And here is another recipe:

"For a Tea to drink: Take an iron pot that holds two pailfulls, fill it about two thirds of tag elder Branch and fill it up with water, simmer it away to three Pints, settle it and strain it, which will leave about one quart, then get a quart of the best Sperit and mix it together and take a wine Glass full in the morning and one just before dinner and so continue untill it is gone. When the parts affected is annoited you must keep them wrapt up and not wet them."

The above is in the handwriting of Job Smith 3rd. Perhaps some present-day ladies might like to try the following receipt for pickling beef:

"To 6 gallons water add 9 lb. of salt coarse and fine, 3 lb. of brown sugar, 3 oz. of saltpeter, 1 oz. perlash, 1 qt. molasses. Add these together, boil and skim them well and when cold put it on the meat."

These are only a few of the unusual recipes and other data among Mrs. Peterman's papers.

Kate Wheeler Strong
Setauket

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James L. Scudder, Huntington Artist

AMES Long Scudder, the earliest known and most prolific of Huntington's genre artists, was born April 17th, 1836, the son of Thomas and Margaret (Long) Scudder. He was a direct descendant of Thomas Scudder who settled in Salem, Mass., in 1636, and whose three sons, Thomas, John and Henry came to Huntington about 1657.

Since that time Scudder homes have been owned and occupied by members of this family in East Neck and along the east shore of Huntington Harbor.

Thomas Scudder 6th, father of James, was born in one of the ancestral homes at East Neck, near the O'Donohue property. The house still stands, moved back from the road and changed beyond recognition. Its early appearance has been preserved in an unfinished painting by the artist, which is in the possession of the family of Timothy F. Scudder, who was a talented contemporary artist and well known in town for his excellent carriage painting.

It was in this home that the two sons of Thomas 6th were born. James' younger brother, Thomas W., went to Kansas in 1850 and served in the Civil war with the rank of Major.

The father was a sea captain on the packets which plied between Huntington and New York, but in later life he retired to the family farm where he expected James to succeed him in the pursuits of farming.

However, James in early life showed great interest in the study of natural science and loved to roam the woods to observe animal life. He also displayed artistic talent and decided to make art his life's work. Though encouraged by his mother, his ambitions did not appeal to the practical-

Martha K. Hall

Librarian Huntington Historical Society

minded father, for when informed of his son's desires he apprenticed him to Bostwick, the house painter.

This arrangement did not last long as the youth developed the art of sign painting, illustrated by trade emblems, and found a ready market for his work in his native town. Thus encouraged, although he had little formal education in art, he persevered with his studies and learned the profession of taxidermy to perfect his technique in painting animals and game. When in 1876 his work was exhibited at the Academy of Art and Design in New York, he gained the reputation of being one of the outstanding game artists in the country, his

painting "Dead Game" receiving most favorable comment.

An impressive number of paintings were accomplished during his comparatively short life, most of which are still in the possession of the family. A small group is owned by the Huntington Historical Society. They include a scene in Huntington of 1860, "Indian Summer", showing the present site of Heckscher Park from Shoemaker Lane (Mill street), and "November Day on Long Island Sound" (1877), showing a vessel in full sail against a background of gray skies.

Jet, a large black dog owned by Miss Cornelia Prime was a constant companion of the artist on his hunting trips. In his painting "Coming



James L. Scudder

to a Point", the gleam in Jet's eyes gives evidence of hidden game in the long marsh grass. The painting of "Kate Darcy" is most attractive to young children. She was a trotting mare, owned by George Gould and loved by the people of Huntington. Her death in January of 1881 came as a great shock to the community.

Family portraits and paintings of noted people of the village are included in his work. A large painting of Dr. William Woodend (1877) is still identified by elder citizens as the "old family doctor", who lived on Main street and took great interest in civic affairs.

Constant references to Scudder's works have appeared in The Long Islander. One announcement in 1875 states that the artist was engaged in painting "Steele's Garden" on Lloyd's Neck, and that he had painted some excellent fruit pieces which could be seen at his home.

Early in life, Scudder married Lydia E. Kelcey, daughter of Leander and Hannah (Rogers) Kelcey, who died in 1868 at the age of 27. They had two sons, Russell Crampton who died young, and Thomas Lessing. The artist died May 5th, 1881, after a long and painful illness. During the last year of his life, he painted a small study in still life 6 1/4 by 8 1/4 inches. He took for his subject items near at hand—the table at his bedside, on which a cigar box stood with a partly smoked cigar; also some raisins, an apple, a silver fruit knife and a peanut with part of the shell removed. Every detail is minutely executed and this is considered one of his finest pieces.

"Uncle Tommy", as his father was affectionately known, lived until April 9th, 1899, his 99th year. Thomas Lessing Scudder, who inherited his father's talent, cared for him until his death, then went to live in Santa Ana, California.

Continued on page 56

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The Rise Of Malverne

MALVERNE is the first-class village at the southern corner of old Norwood, a name covering in the 1880's that large tract of rich farmland and watered woods between Lynbrook, Valley Stream, Rockville Center, and Franklin Square — some 2½ square miles out of fifteen. Non-industrial and carefully zoned, it is the result of modern migrations, and was first called "Beautiful Norwood". This because real estate companies saw the attractions here for city dwellers seeking suburban homes, notably the Amsterdam Development and

George R. Van Allen

Malverne Historian

Sales Company with Alfred H. Wagg as resident promoter.

They supplied the drive that developed up to 150 acres between 1911 and 1920, when the Village was incorporated. Many actors participated, some to become company agents, with the influence of the stage continuing till now

a famous vaudevillian is our popular Mayor. In 1913, needing a postoffice and as other places bore similar names, ours was changed to Malverne, after Malvern, England, with the final "e" inadvertently added.

This recalls that earlier trek of 1644 from Stamford, Ct., when "Puritans of Presbyterian Persuasion", led by the Rev. Richard Denton,

Editor's Note

The story prepared by Malverne's official village historian tells of the tremendous growth of one of Nassau County's choice commuting centers when most public attention has been directed toward the county's phenomenal expansion in light industry. The two largest photos reproduced were taken by Marie Stokes, all others by the author.

Joe McIntosh, Malverne artist, and Historian Van Allen collaborated in the creation of the Malverne flag on which everything is symbolic of the community's background.



Malverne Flag, With Coat-of-Arms



Portion of Business Section, Adjacent to Bank of Malverne, Hempstead Avenue, Opposite R. R. Station and Police Station.

laid out in 1812, but a one-room school was not built till 1833. It was a long 62 years to 1895 before another room was added, though the site of the present High School was picked at the end of the Civil War. Union Free School Districts were drawn in 1908, and two years later there was a four-room building, but the development of School District No. 12, which includes parts of Lynbrook, Lakeview, and Rockville Center, is largely the work of Superintendent Dr. Howard T. Herber and Principal John K. Archer. They with their assistants have registered outstanding scholastic, cultural and athletic achievements, including the People's College, the Malverne Chorus, the Outdoor Amphitheatre for band concerts, and the State Bird Sanctuary.

A commuters' community, the rise of Malverne is easily traced in its railroads. The first Norwood Station was the combination grocery-store of Valentine Wood, son of William, north of the present Village line on the short-lived, ill-fated, wood-burning road of the 1870's.

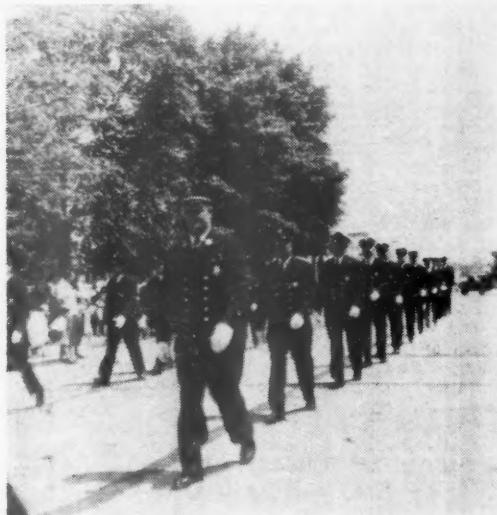
Not till 1892 was the present right-of-way laid out, and not till 1902 were all lines

consolidated in the Long Island Railroad. The second Norwood Station stood where the present Station stands, with two steam trains daily, morning and evening. But this was abandoned in 1910, and not till 1913, when the real estate boom really started, was the famous "Dinky" storage battery car put on for a tempermental connection with the Main Line. At last, in 1926, all was electrified, insuring adequate commuter service, a growth

forcing improvement with demands ever increasing.

The oldest organization here is the Norwood Hook, Ladder and Hose Company, the dream of Theodore Martine Sr., Townsend Ackley and Isaac Cornwell. Chartered in 1911, it has since developed into the present excellent Company of 100 men with modern firehouse and equipment. Their many-times championship Tournament Team, the Chipmunks, has

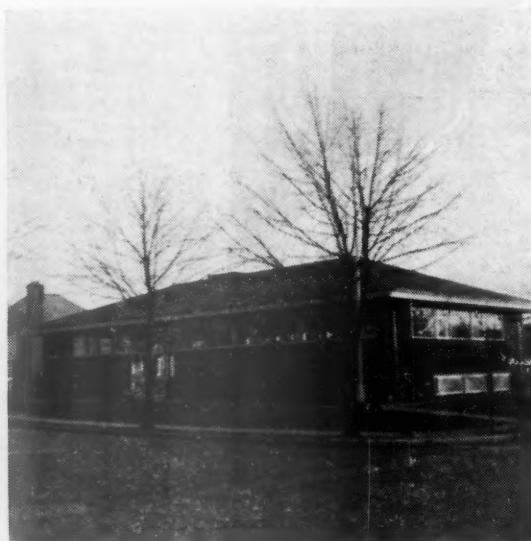
Continued on page 54



Malverne Firemen, May 30, 1954



Modernized Municipal Garage
Adjoining William T. Harris
Municipal Field



Public Library, Dedicated
Oct. 17, 1954

That Farmingville Schoolhouse

I am a ninth generation Long Islander. My grandfather was the late Whitman Overton of Bayport, married to Lydia Terry of Terryville. I am a direct descendant of Nathaniel Sylvester, (founder) of Shelter Island, and of nine Revolutionary soldiers.

Grandma and Grandpa Overton taught in the little Farmingville schoolhouse (Brookhaven town), now owned by the Terry "clan" and where the Farmingville Reunion is held each August.

Lenore Overton Sim
(Mrs. Craig Sim)
Garden City

Note: A brief history of the Farmingville Picnic Association and its August outing was given in the November 1948 Forum, with additional information by Miss Emily A. Lee of Huntington in the succeeding issue. Every year, on the third Thursday of August, since 1883, former teachers, pupils, and friends of the little old Farmingville district school, which is now a community house and still standing on the Farm-to-Market highway at Holtsville, have held an outing there.

Many notable Long Islanders, including one time Suffolk County Judge Richard W. Hawkins, taught in this school and many more attended. Judge Hawkins's father also taught there, forty years before the Judge took up the pointer. When the Farmingville school district was combined with the Waverly district to form the Holtsville district, the Picnic Association was formed to purchase the building and two acres of land on which it stood for \$1,700. Before this, the annual event was known as the Terry Picnic, according to Miss Lee, although the group also included Hawkinses, Goulds, and other local families.—Editor.

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L. I. FORUM INDEX

The Queens Borough Public Library, 89-14 Parsons Blvd., Jamaica, sells a complete index of the Long Island Forum for the years 1938-1947 inclusive, at \$1 postpaid. Also for the years 1948-1952 inclusive, at 50 cents postpaid. They were compiled by Miss Marguerite V. Doggett, Librarian L. I. Collection, and may be obtained by addressing her at the Library.

Southold Forty-niner

Alonzo Horton, a direct descendant of Southold's Barnabas Horton, went west from there to California a century ago in the period of the Gold Rush. He bought and sold most of the land now occupied by the city of San Diego. He was very successful financially and operated its first hotel.

At one time, if not still, his furniture and other personal property were preserved in an adobe tiled roof Spanish homestead at San Diego. It was a sort of museum showing the architecture, furniture and relics of the early Spanish days.

Dr. Clarence Ashton Wood
Contributing Editor

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Col. Simcoe's Own Journal

THE famous three word phrase by which Sherman described war does not apply exclusively to the conflict in which he was involved. Every war is terrible to those who are directly concerned. To the innocent victims of the American Revolution the consequences were every bit as terrifying as they would seem to us in a modern atomic war.

It is only after the passage of many years that one can review any war dispassionately and even then, this is extremely difficult for a person whose own country was involved.

No chapter of Oyster Bay's history makes more interesting reading than that which recounts its role in the American Revolution.

Although no major engagements occurred on Long Island after the withdrawal of Washington's troops from Brooklyn, in the summer of 1776, the island was held by the British until the end of the war, and in many localities their soldiers were billeted in the homes of its inhabitants. As a consequence, these people felt the tension of war almost as severely as those living in areas of combat.

While many patriots fled to Connecticut with their families and what few belongings they could carry, the majority were compelled to remain behind and make the best of a difficult situation. Due to the proximity of the enemy, most of these patriots found it safest to curb their true feelings, while others, either because of their convictions, or for fear of their lives, professed loyalty to the Crown.

No region of Long Island suffered more in this way than Oyster Bay, where the Queen's Rangers were stationed during much of the war. This corps was commanded by Lt. Col. John Graves Simcoe, whose head-

Robert R. Coles

quarters were at Raynham Hall, the old Townsend home-stead on West Main Street.

It is often enlightening to view incidents of past conflicts through the eyes of the enemy, and such is possible in references to the British occupation of Oyster Bay through the medium of Lt. Col. Simcoe's *Military Journal*. This was privately printed in England, in 1787. Later, in 1843, it was published in America with the addition of a brief memoir of the author's life. In order to picture something of the British perspective I shall take the liberty to quote a few passages from this rare and interesting volume.

In October of 1777 Capt. Simcoe, then about 25 years of age, was promoted to the Provincial rank of Major, and made commander of the Queen's Rangers, a corps made up of loyalists and deserters from the American army. At that time they were encamped in the vicinity of Germantown.

Space does not permit a recital of their maneuvers prior

to their removal to Oyster Bay, except to note that they had seen action in many localities in the vicinity of the Atlantic seaboard.

The fact that the corps was composed of British loyalists and deserters from the American army did not tend to inspire the affection of the patriots in whose homes its men were billeted, either on Long Island or elsewhere.

Before coming to Long Island, in the autumn of 1778, the corps had suffered somewhat severely in the vicinity of Kingsbridge and was badly in need of rehabilitation. Lt. Col. Simcoe describes the situation at the time in the following words:

"The season had been, for some time, dreadfully inclement, and was severely felt by the troops encamped on the exposed heights of Kingsbridge; it was, therefore, with great pleasure that Lieut. Col. Simcoe received orders to march for winter quarters to Oyster Bay, on Long Island, where he arrived on the 19th of November. As it was understood that this village was

Continued on page 57



Raynham Hall, Oyster Bay. (from watercolor by Cyril A. Lewis)

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Bryant the Commuter

Quoting from Mr. Coles' article in the January Forum, When Bryant Lived At Roslyn: "Although the railroad had not then been extended to that part of the island, there was steamboat service to New York and that, no doubt, was an important factor in his decision to live there."

My grandfather, the late George Allen, while living in Roslyn was on occasions a passenger on the stage in company with Mr. Bryant. They traveled by railroad to Mineola and then by stage to Roslyn.

Captain Charles P. Smith, the heroic pilot of the ill-fated steamer Seawanaka, which burned enroute from New York to Glen Cove with the loss of 40 lives, on June 28, 1880, was a nephew of my grandfather. Before dying two years later from burns, Captain Smith was cited and feted by survivors for sticking to the pilot-house and beaching the doomed vessel, which saved many lives.

Marjorie (Mrs. Wm.) Simonson
Mineola

Correction

The letter about the storm written by Nabby Worth was dated Nov. 1, 1871. The date used in your Feb. 1955 issue is incorrect.

Joseph E. Dockow
Hicksville

Our Blacksnake No Constrictor

In answer to George K. Sloat concerning constriction in blacksnakes I am giving three direct quotes from the book "Snakes of the World" by Raymond L. Ditmars, Litt. D., Curator of Mammals and Reptiles at the New York Zoological Park (1951):

1. "Despite the scientific name constrictor, the blacksnake is not a constrictor," page 6.

2. "Having no power of constriction the blacksnake lacks means to fight the rattler," page 67.

3. "Owing to it (the familiar blacksnake) being frequently confused with the powerful and constricting mountain blacksnake, ideas about it, coupled with considerable imagination, are sadly mixed. I have always been inclined to think that Linnaeus had the two species confused in applying the name 'constrictor' to the racer, as this specific term is most inappropriately used," page 67.

Julian Denton Smith
Nature Editor, Forum

Sincere good wishes for the Forum and continuance of its good work (Dr.) R. G. McChesney, Freeport.

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Moran Article Inspiring

The article on Thomas Moran, Painter, Etcher (December Forum), was so inspiring to me that I must let you know for I do not know the writer, Dr. Charles A. Huguenin. The initial paragraph that spoke of his life as "long, of creative work, rich in achievement" was not a bit overdrawn, if anything of slight praise. I wish to congratulate you and the writer.

Charles C. Grove
Baldwin

Note: Dr. Grove's long years as a college professor, before retirement, qualify him to appraise. Edi.

Motor Parkway Last Tollgate

Have enjoyed the Forum very much and enclose check for renewal. Also would say that the Motor Parkway was the last Tollgate on Long Island. A map I have of 1931 shows the Parkway open, but I believe it was open a few years after that.

Mrs. M. L. Bussing
Holtsville

Our Endless History

I greatly enjoy the Forum. I recall when it first started back in 1938 and wondered how in the world you would ever get enough material to fill it, but the history of Long Island seems endless as well as colorful.

Beatrice Shepherd
Paterson, N. J.

Two Century Farm Dynasty

The 110-acre farm of Amherst Woodhull Davis and his wife, Bertha Luce Davis, at Mt. Sinai, east of Port Jefferson, was on January 19 last cited as a Cen-



Mt. Sinai Congregational Church

tury Farm by Governor Harriman at the annual dinner of the State Agricultural Society in Albany. The citation included Mr. and Mrs.

Continued on next page

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Davis, their daughter Mrs. Carolyn Davis Werley of Wheaton, Ill., and their son William Amherst Davis (who married Isabel Tuttill of Rocky Point) as members of a Century Farm Family Dynasty.

As a matter of fact, the farm which Amherst W. Davis and son operate, goes back in continuous farming by the same family line for more than two centuries. One feature of the farm is a rarity on Long Island today—a dairy herd of 50 head. Besides their 110 acres, the Davises also rent some 90 acres, all under intense cultivation, including 100 acres of potatoes, 20 acres of cabbage, cucumbers and peppers, and grow sufficient corn for their three large silos.

Amherst W. Davis stems from Folk Davis of Wales who helped found East Hampton town in 1648 and whose son Joseph settled at Old Mans (now Mt. Sinai) in 1685. Joseph was succeeded by a son Benjamin who was succeeded by son Benjamin 2nd and he by son David in 1741 from which year the identity of the present farm has been authenticated although part of it goes back still further.

David conveyed to son William and he to son Daniel from whom title passed to his son William, father of Amherst W., present active owner. Besides farming, the latter has long been prominent in kindred organizations of the island and State.

Wm. Huston, Patchogue Artist

The L. I. Forum would appreciate receiving information on William Huston who is said to have lived at Patchogue and painted Long Island scenes about 1870 to 1890.

It is quite refreshing to read the Forum, after reading all the very unpleasant news we get in the daily papers every day. Frank W. Corwin, Sag Harbor.

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Long Island Forum

The Old Prince Home

Reading in your most excellent magazine of Bradford Prince, a name which I often heard as a boy in our family circle, reminds me of a point of historical interest.

I have heard that the house occupied by Richard Halsey of the Metropolitan Museum was built in the West Hills (Huntington town) as a replica of the Hon. Bradford Prince's old Flushing home. I wonder why? Perhaps some of your readers can enlighten me on this point.

With all good wishes,

Jesse Merritt

Note: Nassau County Historian Merritt poses a question which we cannot answer. We do, however, reprint herewith a cut of the original Prince homestead at Flushing. It was built about 1750, according to Miss Marion F. Overton, writing in the Forum of April 1948 on LeBaron Bradford Prince of Flushing. The picture was supplied by the Halloran Agency of Flushing.

The old homestead, now no more, stood on the east side of Lawrence street, near present Northern boulevard, and was visited by George Washington while Presi-

dent who was keenly interested in the Prince Nurseries, among the earliest such institutions in this country. Editor.

Having lived on Long Island 45 years, enjoy the old yarns as does a local friend. Mrs. Seward S. Travis, Oriskany, N. Y.

Episcopalian Prince

Besides his other achievements, mentioned in the January Forum, L. Bradford Prince, Flushing's illustrious native son, was a pillar in the Long Island Diocese of the Episcopal Church.

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The Old Prince Home, Flushing

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The Rise of Malverne

Continued from page 47

won numerous trophies. The chipmunk is a central symbol on the newly-adopted municipal coat-of-arms of Malverne, one of the country's few villages with its own flag.

The post office of 1919 was developed by the late Lucian J. Bisbee, who served as first Postmaster, as well as in other capacities of the growing Village, including its first Village Clerk, which is why some call him Malverne's real Founder.

The Police Department of 1920 was composed of volunteer "Dollar-a-Year-Men" but in 1930 it was professionalized under the present Chief, James Ackley, son of Townsend, to win many trophies through the years. Most recent of these were two awards for traffic control, one from the Division of Safety of the State, and the other from the Automobile Association of America. The P.B.A. soft ball team has just won the County Championship, and perennially plays Santa Claus to the children.

Dedicating the almost all-glass modern Library building in 1954, completing the first Village cultural unit, recalls the start in the Railroad Station in 1924. The library became tax-supported by 1929, with Mrs. Laura Christopher

Demott's Mill Song

(The Demott Mill stood at the edge of Hempstead Swamp in Revolutionary days and here the miller sheltered many a refugee.)

There was a stream flowed by a mill—grinding, grinding,

And the stream flows still and ever will—flowing, flowing.

There came some men to the busy mill

And it hid them safe while their hearts stood still

And the frogs complained beside the mill—croaking, croaking.

The mill is gone but the stream flows still—flowing, flowing

Where the swans still nest and ever will—flowing, flowing.

— Hazel Dean Warren

as municipal Librarian. Many persons and most organizations have helped, notably the Friends of the Library who led the building drive. They meet here and sponsor various cultural interests, including the well-known Malverne Artists, Poetry Group, Great Books Discussion Group, etc., and with the P. T. A., the Inter-Community Concerts.

Since the days of the old Malverne Swimming Club and early tennis tournaments, recreation has played an integral

part in the Malverne way of life. For the past 17 years, the Village itself has sponsored the Soft Ball League, with Vincent and Robert Whelan successive Directors. More recently we have had the Youth Recreation Program, and now the Little League Baseball. Also with the Lions Service Club, the Malverne Midgets, who with Valley Stream, have just won the National Football Championship.

Harris Municipal Field provides a modern playground adjacent to the modernized and enlarged Municipal Garage. Henry Weissenberger is Superintendent of Buildings and Public Works, assisted by Herbert Nostrand, looking after the enforcement of the Zoning Laws and the physical upkeep of the Village.

The pivotal Village Office has been efficiently and economically run for 25 years by the genial Albert J. Brown, Village Clerk and Treasurer, expert in finance and village administration, who was recently honored with a testimonial dinner.

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ochial School, and a Jewish Center, with gracious buildings completed or soon to be, Malverne has Kiwanis and Lions Clubs, American Legion and V.F.W. with Auxiliaries and clubhouses. Also the Malverne Taxpayers' Association and Westwood Civics, Home Bureaus, Scouts, Senior Citizens, etc. The Malverne Theatre, 1947, under wise management has set up a standard of entertainment attracting patrons from both Counties.

Since 1928, the weekly "Malverne Herald" has practised in the best traditions of independent journalism, written and run by the Editor and Publisher, Mrs. Sally Lambert Mackreth, winning many news and editorial prizes, and providing the Village with its own unique chronicle. Mrs. Mackreth also writes the Official Village Quarterly, "Your Malverne" which is sent to all homes.

Henry Truberg is the oldest pioneer of the new Development, serving as Superintendent of the Community Sunday School, now the Presbyterian, Malverne's oldest, since before the First World War. Last President of the pre-incorporation Malverne Club, first Village Treasurer, School Board Trustee and Clerk of the Zoning Board of Appeals since its inception in 1926, Mr. Truberg almost rivals Bisbee in length and kind of service to the Village, and has recently been christened "Mr. Malverne."

Such is Malverne, with an assessed valuation of 18 1/4 million, tax collections 99 1/2 %, about 2,500 homes on about 125 streets, 40 to 50 stores, and a 9,000-plus population; appropriately shaped on the man like a rough letter M.

Old Norwood had 20 to 30 farms, 3 stores, 2 mills (grist and steam-saw), a chapel, a little red schoolhouse, and a few connecting roads. Here dwelt the Woods, Johnsons, Hulls, Burtis (tavern), Van Dusens, Smith Dubois (Civil War Veteran), Wrights, Oli- vers, Littles, Ryders, Pear-

salls, Everettts, Browers, Langdons, Ackleys, Abrams, Nostrands, Martines, Car- mers, Cornwells, etc.

Some of them were descendants of the original settlers in these parts, trucking their produce over corduroy roads to New York on the 3-day trip, a great adventure for the boys! Later came the Wicks, Webers, Van Voorhees, Schneiders, Rasweilers, Ives, Trubergs etc., with the Grossmans still running the very last and one of the very best truck farms. Some of them and some of their descendants helped get the Village started in many ways, often finding permanent careers in the expansion, with the First Village Board consisting of Charles Weber, Isaac Cornwell, John Wicks and Eugene Dressner.

The present Village Board, besides Mayor Frank Britton Wenzel, consists of Dr. Tod G. Dixon, Francis T. Purcell, Morton W. Stein and Russell C. Kupfer.

Malverne's Presidents and

Mayors have been: Edward J. Christopher, Geoffrey O'Flynn, George McIntosh, William J. Stratton, Hamilton Gaddis, William T. Harris, George A. Swanwedel, and Frank Britton Wenzel.

Thus the old and new working together make the progress that lovingly unites the best of our heritage with the needs and aims of the present, fashioning a future, well mottoed on our Flag with "Oaks from Acorns", whose symbols tell of Malverne's hopes and memories, ambitions and achievements, and adventurous creative faith.

Other Ghost Ships

Former District Attorney George W. Hildreth's letter about "The Ghost Ship of Peconic" brings to mind other ghost ships in other island waters. There is the legend that an ancient Spanish treasure galleon sank in a south side inlet, caused the inlet to fill up and may still lie buried with all its gold beneath a now unknown part of Fire Island beach.

(Mrs.) Clare F. Houghton
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Here is probably the easiest-to-pack coat in the world, and just as smart for stay-at-homes. It is an original design by Carmen Rosario, a 1953 graduate of the Traphagen School of Fashion. After brief experience in the fashion trade, she created this intriguing wrap and manufactures it exclusively for B. Altman & Company in New York.

This coat is cut with a completely new idea. It can be worn in many individual ways and manipulated to suit the wearer's mood or costume for either daytime or evening. It bears a strong relationship to the ever-smart and dashing cape. This is really just a big square of cloth — a voluminous shawl with buttons, very slightly but cleverly shaped to hang with a ripple at front and sides, to fit at



the neckline and "sleeves" when worn as a clutch coat. To pack for a trip—just lay it flat and fold it up—nothing could be easier. And it comes in wools or velvet.

Miss Rosario, who models the wrap here, received her training in the Clothing Construction Department at the Traphagen School, 1680 Broadway (52nd St.), New York. Each student in this department has an opportunity to develop his or her own best talents since the instruction is individual. Classes preparing for professional work such as Miss Rosario's or in dressmaking for personal use may therefore be entered at any time, and the school is open the year around to expedite completion of training.

Island's Geology

Robert R. Coles' article in the February Forum entitled "Long Island's Changing Shorelines," with his two articles on the subject printed last year, seems to me to give the most complete picture of the island's geologic background that I have seen.

R. Appleton Cummings

Forest Hills

Note: We are planning to bring the articles out together in some handy form. Editor.

Long live Dr. Clarence Ashton Wood whose numerous articles in the Forum over a period of many years certainly comprise a contribution of untold value to island history. (Mrs. Mary McCutcheon Smith, Jackson Heights.

As a Birthday Gift

Just as numerous persons use a yearly subscription to the Forum as a Christmas gift, so it is suitable as a birthday gift at any time of year. We send a special birthday card with the giver's compliments. It is a gift which carries a reminder of friendship twelve times a year to the recipient. Simply send name of recipient together with \$2 and we will do the rest.

James L. Scudder, Artist

Continued from page 44

Life in nineteenth century Huntington is well represented in these paintings of James Scudder. A seascape showing a vessel in full sail reminds one of the regular passenger and freight service between Huntington and New York.

"Kate Darcy" brings to mind the heyday of the horse as the accepted mode of land travel; also that for many years horse training and racing constituted an important industry in this town. This painting also suggests the leisurely atmosphere of that day when, at the least provocation, a display of horsemanship and elegant equipment could take place on Main street.

Uncluttered landscapes are reminiscent of the era when the huntsman and his dog were familiar sights on the streets, ready to take part in the forthcoming fox-hunt or a search for game—within town limits.

Tremendous changes have taken place since these pictures were painted almost a century ago, and a comparison with the present physical and economic aspect of the town is most interesting. Such a collection of pictures which constitutes a pictorial history of a town of the past, is important as genre art, and should be preserved for posterity.

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Simcoe's Own Journal

Continued from page 49

to be the winter cantonment of the corps, no time was lost in fortifying it; the very next day, the whole corps was employed in cutting fascines. There was a centrical hill, which totally commanded the village, and seemed well adapted for a place of arms; the outer circuit of this hill, in the most accessible places, was to be fortified by sunken fleeces, joined by abatis, and would have contained the whole corps; the summit was covered by a square redoubt, and was capable of holding seventy men; platforms were erected, in each angle, for the field pieces, and the guardhouse, in the centre, cased and filled with sand, was rendered musket proof, and looped so as to command the platforms, and surface of the parapet; the ordinary guard, twenty men, were sufficient for its defence."

While the men were busy at this work Lt. Col. Simcoe was much disturbed by an order from Sir. William Erskine to remove the corps to Jericho. This he strongly opposed, on the grounds that they could more readily guard the landing places along the shore from Oyster Bay and better ward off an enemy attack than at Jericho, where enemy troops might advance unnoticed through the woods. He was greatly relieved when Sir William finally agreed to the logic of his argument.

It is evident from the Journal that Lt. Col. Simcoe was much concerned for the safety of his position. In reference to this he writes as follows:

"There was a small garrison at Lloyd's Neck, within twelve miles of Oyster Bay: a feint, in case of attack, would serve to have kept this post within its redoubts. The nearest cantonment was at Jamaica, where the British grenadiers lay; this was almost thirty miles from Oyster Bay. The New England shore was not more than twelve, and in many places but seven or

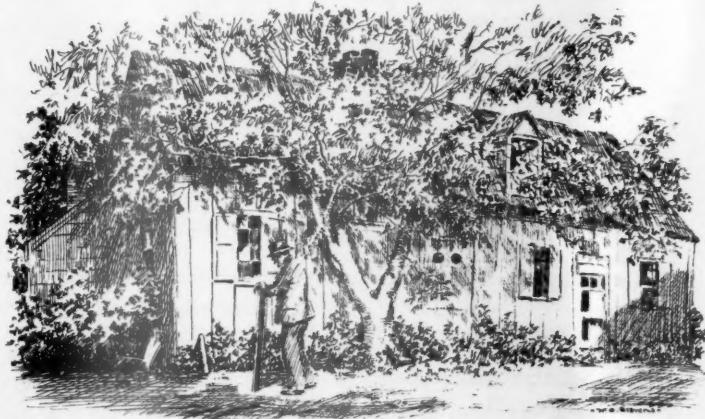
eight miles over; and there were many favorable landing places within a mile or two of Oyster Bay. The enemy could raise any number of men for such an expedition; General Parsons lay, with some regular troops, in the vicinity, and there were whale-boats sufficient to carry two-thousand men, who, in three hours, might attack the cantonment. The situation was an anxious one, and required all the vigilance and system of discipline to prevent an active enemy from taking advantage of it."

Despite the imminent danger of attack Lt. Col. Simcoe was much pleased with their location so far as the general health and well being of his men were concerned. This is evident in the following entry in the Journal:

"The situation at Oyster Bay was extremely well calculated to secure the health of the soldiery; the water was excellent; there was plenty of vegetables, and oysters to join with their salt provisions, and bathing did not a little contribute, with the attention of the officers to cleanliness,

to render them in high order for the field, nor were they without sufficient exercise: the garrison in New-York being in great want of forage, Oyster Bay became a central and safe deposit for it, and frequent expeditions, towards the eastern and interior parts of the island, were made to enforce the orders of the Commander in Chief in this respect; excursions were also frequently made to execute other orders, relative to the intercourse with the inhabitants of the rebel coast, and to escort messengers, &c. between Sir William Erskine, who commanded on the east end of the island and Jamaica."

While stationed at Oyster Bay the Queen's Rangers were charged with the responsibility of apprehending American patriots committing hostile acts or engaged in any activities that might help further their cause, the pursuit and capture of whale-boatmen who infested the Sound, and were alerted to capture any American officer or soldiers who might enter their territory. The Journal



Oyster Bay's Oldest House, Built by Job Wright Before 1700. This Sketch by W. O. Stevens for His Book "Discovering Long Island" Used By Permission

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tells of one occasion when they crossed the Sound for the purpose of capturing two American officers.

"On the 18th of April, (1779) a party of Refugees went from Oyster Bay, being furnished with arms, agreeable to an order from headquarters, to take the Generals Parsons and Silliman from the opposite shore. They did not risk the attack on General Parsons, but they brought Brigadier Silliman to Oyster Bay: he was sent, the next day, to New-York."

On another occasion Lt. Col. Simcoe had a narrow escape when he led an expedition to the center of the island:

"Lt. Col. Simcoe had been directed towards the centre of the island, to inquire into a supposed intercourse held with Connecticut; he had the Huzzars and some infantry with him. The weather was inclement, and the troops occupied two or three different houses: such precautions were taken as the quarters would admit of. At night, the advance sentinel, on the Lieutenant - Colonel's quarters, fired. The man was questioned; he persisted, that he challenged three or four men, with arms: though he was a steady soldier, it appeared so improbable, that any enemy could be on Long Island, that he was not credited. It was afterwards known, that a party of twenty men had been concealed there, in the hopes to take some officers, for near three weeks, and that could they have surprised Lt. Col. Simcoe's quarters, it was

meant to have attacked them."

The corps did not remain at Oyster Bay throughout the war, but saw action on the mainland and was stationed at Gloucester Point, opposite Yorktown, when hostilities ended. They were included in the surrender of the army of Cornwallis.

Lt. Col. Simcoe, then in ill health, soon returned to England and, after regaining his strength, went on to greater glory. He was at one time lieutenant-governor of Upper Canada and later, with the rank of Lieutenant-General, was appointed chief of command of the British forces in India. Unfortunately, however, failing health did not permit him to exercise this command and he died at the age of fifty-four years.

John McAdam, Roadbuilder

Long Island has always been famous for its fine arterial highways, some of them laid out nearly a half century before the American Revolution. In a letter in the Sept. 1953 issue of the L. I. Forum we learn that the General Assembly of New York appointed commissioners in 1724 to lay out three roads running the length of Long Island. That work was completed in 1733 as the North, South and Middle Country roads.

Those main highways in the course of time passed through different stages of road building, first a dirt road, muddy in spring and fall, sandy in summer, and full of frozen ruts in winter. Later they were macadamized and after that came the hard surfaced roads of our time.

Over those early roads galloped the post-riders, and later the stage coaches along with passengers and mail, the owners boasting that a passenger could travel from New York to the Hamptons in three days.

Gay parties of British officers
Continued on back cover



Thomas Smith Homestead, Center Island, Oyster Bay, Built 1750,
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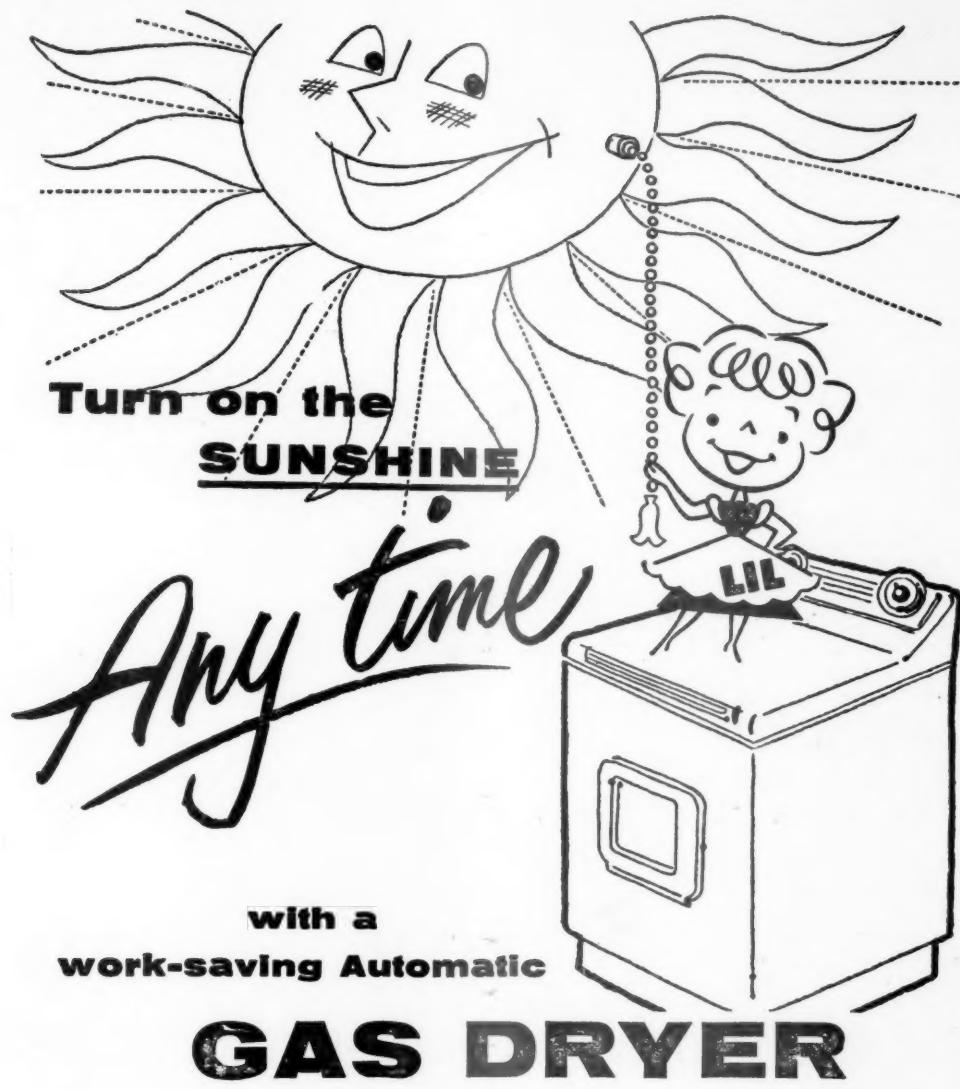
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BLUE POINT

John McAdam, Roadbuilder

Continued From Page 58

such as Sir William Erskine, Sir Henry Clinton, Major John Andre and others rode out to the Hamptons to enjoy a leisurely vacation from the toils of war. Over these roads traveled General William Floyd, the Signer; General Nathaniel Woodhull, the Martyr; President George Washington, Thomas Jefferson, James Madison, and many other famous personages. What a pageant of American history they present!

The macadam process of road-building was perfected by the man who gave it his name, and who married a Long Island girl.

John Loudon McAdam was born at Ayr, Scotland, September 21, 1756. He followed his uncles James and Capt. Gilbert, to America when a boy. Becoming an active Loyalist, in the Revolution, his property here was confiscated. In the N. Y. Gazette of March 30, 1778, it was stated that he had been married a few days since to Gloriana Margaretta Nicoll, daughter of William Nicoll Esq. of Islip, N. Y., a young lady of great beauty and merit and with a large fortune. She became the mother of his seven children, died in Bristol, England on February 10, 1825, aged 65 years, and was buried in Bristol Cathedral.

The McAdam family located at Ayr in 1783, and in 1802 went to Bristol where he became celebrated for the improved method of road building now bearing his name and for which he eventually received a pension from the English Government. He died November 26, 1836, in his 81st year according to his gravestone at Moffat in Scotland.

It is interesting to note that Gloriana's sister, Joanna Rachel Nicoll, married Clerk Kilby McAdam, a cousin of John L. McAdam. She died at Islip January 8, 1795, aged 34.

John Tooker
Babylon

The Forum continues to be at the top of the list of the many magazines that come to me and it's been coming since 1940. (Miss) Elizabeth R. Brown, East Hampton.

The Forum keeps us in touch with the old landmarks and doings of dear old Long Island — the best island on earth. Capt. Eugene S. Griffing, 1310 26th Avenue N, St. Petersburg, Florida (formerly of Bayside).

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